(ङ) क्या इस कार्यक्रम में वित्तीय संस्थाओं की भूमिका को भी निश्चित किया गया है?

ग्रामीण क्षेत्र और रोजगार मंत्रालय (ग्रामीण रोजगार और गरीबी उन्मूलन विभाग) में राज्य मंत्री (श्री विलास बाबूराव मुत्तेमवार): (क) से (ग) ग्रामीण गरीबों को स्वरोजगार और मजदूरी रोजगार मुहैया कराने के लिए केन्द्र द्वारा विभिन्न राज्यों/संघशासित क्षेत्रों में कार्यान्वित की जा रही प्रमुख ग्रामीण विकास योजनाएं (1) समन्वित ग्रामीण विकास कार्यक्रम, (2) जवाहर रोजगार योजना, (3) सुनिश्चित रोजगार योजनाएं हैं। सुनिश्चित रोजगार योजना जो कि मजदूरी रोजगार योजना है के अंतर्गत पात्र व्यक्ति जिन्हें काम की आवश्यकता है और जो रोजगार चाहते हैं, वे अपने नाम ग्राम पंचायतों में लिखवा सकते हैं। योजना के आरंभ होने से लेकर अब तक ग्रामीण क्षेत्रों में 1.8 करोड़ लोगों ने इस योजना के अंतर्गत अपना नाम पंजीकृत करवाया है। यह योजना देश के 2475 खण्डों में कार्यान्वित की जा रही है।

दूसरी ओर, रोजगार कार्यालय, जो मुख्यतः शहरी क्षेत्रों में स्थित हैं, ग्रामीण क्षेत्रों के रोजगार चाहने वाले लोगों का भी पंजीकरण करते हैं और उनके पास ग्रामीण क्षेत्रों के काम चाहने वालों का पंजीकरण करने का प्रावधान है। अकुशल, कुशल, अनपढ़ और पढ़े लिखे काम चाहने वाले लोगों के बारे में सूचना रोजगार कार्यालय के रजिस्टर में उपलब्ध होती है लेकिन ग्रामीण और शहरी क्षेत्रों का अलग-अलग ब्यौरा नहीं रखा जाता है।

(घ) और (ङ) ग्रामीण क्षेत्रों में बेरोजगार लोगों के पंजीकरण के लिए उपरोक्त कार्यक्रम केन्द्र/राज्य स्तर के प्राधिकरणों द्वारा कार्यान्वित किए जा रहे हैं। इस कार्यक्रम में स्वयंसेवी संगठनों और वित्तीय संस्थाओं को शामिल नहीं किया जाता है।

Increase in limit of investment by SSIs

2593. SHRI G. SWAMINATHAN: Will the Minister of INDUSTRY be pleased to state:

(a) whether there is any proposal to increase the limit of Investment on Plant and Machinery by the Small Scale Industries;

(b) if so, what is the proposed enhanced limit; and

(c) by when the new limit is expected to come into operation?

THE MINISTER OF INDUSTRY (SHRI K. KARUNAKARAN): (a) to (c) A proposal to increase the limit of investment in plant and machinery of small-scale industrial undertakings to Rs. 300 lakhs is being considered by the Government. As this involves examination of various issues, it is not possible to indicate a specific date by which the new limit would come into operation.

Seminar on Train Safety through Signal and Telecommunications System

2594. SHRI E. BALANANDAN: Will the PRIME MINISTER be pleased to state:

(a) whether a Seminar on Train Safety through Signal and Telecommunications System was held at New Delhi on 3rd May, 1995;

(b) if so, whether any official from the Railway Department had participated in it;

(c) what were the recommendations/suggestions of the Seminar;

(d) whether Government have taken any action on the recommendations;

(e) if so, the details of the action taken; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SURESH KALMADI): (a) and (b) Yes, Sir.

(c) The main recommendations are as given below:—

Use of modern technical aids like Auxiliary Warning System, Solid State Interlocking, Train Radio Communication between driver, guard and controller, Optic Fibre Cables, Hot Axle Detectors, Track Circuiting on running lines, Electronic Axle Counters, Clamp Locks on Facing Points, Event

loggers installed at RRI stations, Centralised Traffic Control and Train Describer System, etc.

(d) Action on similar lines was already being taken by the Government in a planned and progressive manner.

(e) Government have taken action on these recommendations as under:—

(i) *Auxiliary Warning System:* Already introduced in Bombay suburban section. Attempted in Calcutta suburban section but could not function because of large scale pilferage. Presently, no other section is having traffic of such a density or speed as to demand this system. Will be further done as and when necessary?

(ii) *Solid State Interlocking:* Already commissioned at 5 stations with imported equipment at 4 stations & indigenously developed equipment commissioned on one station. Equipment at another station is on trial. 41 stations approved for execution in 1995-96. Work at further stations will be planned as and when due for replacement, justifying on age-cum-condition basis of the existing signalling gears.

(iii) *Train Radio Communication between driver, guard and controller*: Already implemented in 900 Kms. and further 900 Kms. is also being introduced in the current year. However, the Railway note that they need a Universal system and trials for Train Radio Communication between driver, guard and nearest station master likely to be most effective. The trials for these have also been successful. Railways plan to implement this in 2 years.

(iv) *Optic Fibre Cables:* Already provided over 1000 Kms. This system will be adopted on many routes wherever found economically viable.

(v) *Hot Axle Detectors:* Railways have been experimenting with this equipment for the last 20 years. Their performance was found to be not up to the mark. Hence, the Railways presently do not have any equipment which gives satisfactory performance. Developmental efforts are continuing.

(vi) *Track Circuiting on running lines:* As per recommendations of RRC, Track Circuiting from Fouling Mark to Fouling Mark and Fouling Mark to Block Section Limit has already been completed at 91% and 70% of stations respectively. Work on the remaining stations has also been taken up on priority.

(vii) *Electronic Axle Counters:* Much costlier than track circuit and are provided according to the technical requirements. So far, 1150 Axle Counters have been provided and further provision will be done as required.

(viii) *Clamp Locks on Facing Points:* Not yet developed. Its development is being extensively pursued.

(ix) *Event loggers installed at RRI Station:* Railways will continue to instal according to requirements.

(x) *Centralised Traffic Control and Train Describer System:* Required for a very very high density dedicated working. We had installed a system in NE/NF Railways for trial, but had to be abandoned and had to go back to the standard systems. Maintenance and protection against pilferage is a major problem and throws the Railways working totally out of gear. Hence, there is no

proposal to adopt this presently.

Train describer system is being installed in Western Railway suburban area and has been provisionally approved for installation in Central Railway suburban area.

(xi) *Automatic Train Operation:* It is mainly required for system like Metro. It has been approved and the system is on trial on Calcutta Metro.

(f) Does not arise.

Import of high power diesel locos by Railways

2595. SHRI GOVINDRAO ADIK: Will the PRIME MINISTER be pleased to state:

(a) whether the Railway Ministry finalised a contract for the import of diesel locos from GM this year;

(b) whether it is a fact that neither the study identifying the routes where HP diesel locos are needed nor the re-assessment of the utilisation of 4,000 H.P. locos with a study on its cost effectiveness of importing them was carried out;

(c) if so, what are the basis which prompted the Ministry to place import orders against all odds;

(d) whether the Financial Commissioner had approved the proposal without subjecting it to the indepth evaluation before the then Chairman of the Railway Board approved it in June, 1995; and

(e) if so, what is Government's view in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SURESH KALMADI): (a) Yes, Sir. A contract has been placed for supply of 21 nos. of 4000 horse power Diesel Locomotives with state-of-the-art technology on General Motors Corporation/USA.

(b) and (c) No, Sir. A Committee of senior officers had, after a study, concluded that there was a need for the latest technology and the use of high horse power diesel locomotives not only on the existing non-electrified routes but also on the additional routes that would open up consequent to Gauge Conversion & new lines. The study also showed that the import of such locomotives and their series production in India was cost effective.

(d) and (e) No, Sir. The Financial Commissioner had approved the proposal only after a detailed examination.

इन्दिरा विकास योजना के अन्तर्गत लक्ष्य

2596. **श्री रामजीलाल:** क्या ग्रामीण क्षेत्र और रोजगार मंत्री यह बताने की कृपा करेंगे कि:

(क) सरकार ने इन्दिरा आवास योजना के अन्तर्गत वर्ष 1995-96 के दौरान देश में कितने मकानों का निर्माण करने का लक्ष्य रखा है और अब तक राज्य-वार कितने मकान गरीब लोगों को आवंटित किये गये हैं;

(ख) क्या सरकार ने गरीबों के लिए मकानों की अपेक्षित संख्या के संबंध में कोई अनुमान लगाया है और इसे कब तक पूरा कर लिया जायेगा; और

(ग) इस पर कितना खर्च आयेगा?

ग्रामीण क्षेत्र और रोजगार मंत्रालय (ग्रामीण रोजगार और गरीबी उन्मूलन विभाग) में राज्य मंत्री (श्री विलास बाबूराव मुत्तेमवार): (क) इन्दिरा आवास योजना के अन्तर्गत 1995-96 के दौरान पूरे देश में सरकार का 10 लाख मकान बनाने का लक्ष्य है। इन्दिरा आवास योजना के आरम्भ में (1985-86) से लेकर अक्टूबर, 1995 तक योजना के अन्तर्गत 22,23,100 मकान बनाए गए हैं। इन्दिरा आवास योजना के अन्तर्गत 31 अक्टूबर 1995 तक बनाए गए मकानों की राज्यवार संख्या सलंग्न विवरण में दी गई है। (नीचे देखिए)।

(ख) और (ग) यह सही है कि बेघर लोगों की संख्या चिन्ताजनक दर से बढ़ रही है। 1991 की जनगणना के अनुसार, ग्रामीण क्षेत्रों में मकानों की कमी का आंकलन लगभग 14 मिलियन था। इन तथ्यों को